

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEWSERIES No. 8123

三月正年二號

WEDNESDAY, MARCH 2 1910.

三月正年二號

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50 PER ANNUM.

SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000

Sterling £1,500,000 at £1 = \$1,500,000
Silver \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COUNT OF DIRECTORS:

H. H. Tomkins, Esq.—Chairman.

G. Balloch, Esq.—Deputy Chairman.

J. W. Bowden, Esq. G. H. Medhurst, Esq.

Hon. Mr. W. J. Greson K. Shellam, Esq.

G. S. Gribble, Esq. R. Stewart, Esq.

R. L. Leemann, Esq. H. A. Slobe, Esq.

F. Lieb, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. Hunter.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 5 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 5% per cent. per annum.

For 6 months, 6% per cent. per annum.

For 12 months, 7% per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 2nd March, 1910.

[20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,175,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 5 PER CENT. PER ANNUUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS FOR 12 MONTHS, 4% PER CENT.

" " 5 " " 5%

" " 6 " " 6%

" " 7 " " 7%

WM. DICKSON,

Manager.

Hongkong, 5th April, 1909.

[21]

YOKOHAMA SPECIAL BANK LIMITED

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS Yen 15,900,000

HEAD OFFICE—YOKOHAMA

Branches and Agencies:

TOKIO. CHEFOO.

KOBE. TIENSIN.

OSAKA. PEKIN.

NAGASAKI. NEWCHWANG.

LONDON. DALNY.

LYONS. PORT ARTHUR.

NEW YORK. ANTUNG.

SAN FRANCISCO. LIOUANG.

HONOLULU. MUKDEN.

BOMBAY. TIE-LING.

SHANGHAI. CHANG-CHUN.

HANKOW.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 5 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 12 months 4% p.a.

" " 3 " " 3%

" " 2 " " 2%

TAKEO TAKAMICHI,

Manager.

Hongkong, 11th September, 1909.

[22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP Stg. Total 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin. Calcutta. Hamburg. Hankow.

Kobe. Peking. Singapore. Tientsin.

Tsinanfu. Taicang.

Vokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Directors der Deutsche-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fur Handel und Industrie

Robert Warshauer & Co.

Mendelssohn & Co.

M. A. von Rothschild & Sohne

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Berlin.

Bayerische Hypotheken und Wechselbank,

Munich.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK.

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,

Manager.

Hongkong, 4th December, 1909.

[23]

Banks

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at PER CENT. paramount.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION:

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st January, 1910.

[24]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$1,250,000
ABOUT MXN \$7,250,000
RESERVE FUND GOLD \$1,250,000
ABOUT MXN \$7,250,000

HEAD OFFICE:

to WALL STREET, NEW YORK.

LONDON OFFICE:

THREEADNEDDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange business, receives Money in Current Account at the rate of 5% per annum on daily balances and accepts Fixed Deposits at the following rates:

for 12 months at 4% per cent. per annum.

0 " " 4 " " "

1 " " 3 " " "

2 " " 2 " " "

3 " " 1 " " "

4 " " 0 " " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908.

[19]

INSURANCE

CHINA MUTUAL LIFE INSURANCE CO., LTD., OF SHANGHAI.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS Yen 15,900,000

HEAD OFFICE—YOKOHAMA

Branches and Agencies:

TOKIO. CHEFOO.

KOBE. TIENSIN.

OSAKA. PEKIN.

NAGASAKI. NEWCHWANG.

LONDON. DALNY.

LYONS. PORT ARTHUR.

NEW YORK. ANTUNG.

SAN FRANCISCO. LIOUANG.

HONOLULU. MUKDEN.

BOMBAY. TIE-LING.

SHANGHAI. CHANG-CHUN.

HANKOW.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 5 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 12 months 4% p.a.

" " 3 " " 3%

" " 2 " " 2%

TAKEO TAKAMICHI,

Manager.

Hongkong, 11th September, 1909.

[22]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 11.00 a.m. ... Every 15 minutes.

11.30 a.m. to 12.45 p.m. ... Every 15 minutes.

12.

Entimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents.
" " Gallon \$2.00

A. S. WATSON & CO.,
LIMITED,and
KOWLOON DISPENSARY.

Hongkong, 2nd February, 1910. [28]

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$86 per annum.
WEEKLY—\$10 per annum.

The rates per quarter and per annum, proportional subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 2, 1910.

PLAN FOR WESTERN UNIVERSITY AT HANKOW.

The project for providing China with a university on Western lines is to be launched publicly at a Mansion House meeting on 16 March, and before this we have already learnt that meetings have been held at Oxford and Cambridge. The scheme (says the Press Association) has already met with strong support. Its trustees include Mr. Runciman, President of the Board of Education, Sir Ernest Satow, late British Minister in Pekin, and Lord Salisbury, and it has the approval of the Archbishop of Canterbury, Sir Robert Hart, and many others. It was started by some prominent members of Oxford and Cambridge Universities, including the two vice-chancellors and six heads of colleges, who felt that something ought to be done to help China in its present educational crisis. After very wide-spread inquiry, they concluded that its greatest need was for a university which should make it unnecessary for the Chinese to get Western education in other countries than their own. It should also give instruction in those subjects which form the higher

sides of Western education, such as political economy and philosophy, and should preserve all that is valuable in the native Chinese culture, literary, artistic, and ethical. To make such education really valuable, instruction must be given in the Chinese language, and to make it efficient it would be necessary that the students should reside under discipline in residential colleges. The final form which the scheme has taken is, therefore, that a university should be founded, consisting of a central staff of professors, with adequate institutions—libraries, laboratories, lecture-rooms, etc., and a number of affiliated colleges or halls where students should reside. The scheme, unlike the Hongkong University project, is intended to supply the central establishment, the residential institutions are a matter of individual initiative on the part of foreigners and of the Chinese themselves. The site chosen for the scheme, as the result of a journey undertaken by Lord William and Lady Florence Cecil, at the request of the Oxford and Cambridge Committee, is Hankow, a centre of the railway and river communications of China. The title of the scheme (which was originally known as the Oxford and Cambridge scheme) has been altered owing to the desire of members of other universities to take part and a strong committee is to be formed to support it formed of members of other English and Scottish universities. On the authority of the London press agency we learn that a number of men of the highest intellectual attainments have already offered their services as teachers in the university. To train these men and establish the university within the next five years will cost, it is calculated, £50,000, and to endow it at all adequately some £200,000 more. It is urgently necessary to raise a considerable proportion of this sum in the near future, as the men must be sent out, and the land, at any rate, bought. This will cost £20,000. The secretary for the fund, who will supply any further information, is Mr. Leslie Johnston, Fellow of Magdalen College, Oxford, and his address, care of the Royal Asiatic Society, 22, Albemarle-st., W.

LOCAL AND GENERAL.

"RUNNERS Still Rise," says a Stock Exchange article headline. They will bounce.

The *Ritterhanssiger Berlin* announces that the Order of the Black Eagle has been conferred on Prince Chun, the Prince Regent of China.

Sir George William des Vaux, G.C.M.O., Governor of Hongkong 1887-1891, who died at Brighton on Dec. 15 last, left estate valued at £12,000.

It has been decided to establish a Government medical college in the Miyagi Hospital at Sendai. The cost of the college buildings is estimated at Y169,000.

GENERAL Sir Frederick and Lady Carrington left London on 3rd ult. for Marseilles, where they will embark in the P. and O. steamer *Mongolia* en route to the East.

MR. Nishimura Sukeji, a surgeon-dentist, of Osaka, on behalf of 577 dentists in thirty-four prefectures and the Hokkaido, has filed petitions in the two Houses of the Diet asking that a Government school for the training of dentists be established.

ADDITIONAL interest is given to the forthcoming Billiard Association Amateur Championship by the fact that Mr. E. H. Hinds, of Hongkong, is among the participants. The qualifying competition commenced on Feb. 14 at Orme's Soho-square saloon, London.

REAR-Admiral Sir A. L. Winslow rechristened his flag in the armoured cruiser *Mindanao* at Portsmouth on 31st Jan., and on 1st ult. the *Mindanao* left Hongkong, where Sir A. L. Winslow later over the command of the China Fleet from Vice-Admiral Sir Hedworth Lambton, who then returns to England in his flagship the *King Alfred*.

WRITING from Canton yesterday, our correspondent states:—It is learnt in official circles that the Macao delimitation negotiations are now in progress between the Ministry of Foreign Affairs and the Portuguese Minister accredited to Peking, and a satisfactory settlement is expected to be arrived at shortly after the re-opening of the official seals.

CONCERNING the dispute between Portugal and China in regard to Macao, a semi-official Note published in the *Novidad*'s states that the British Government is supporting the Portuguese view, and has intimated to China that it will not consent to any infringement of Portugal's rights. The Press at Lisbon, while welcoming British intervention, fear that China will only await a fitting opportunity to exact the Portuguese finally from Macao.—*L. & C. Express.*

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

E. S. Kadoorie \$25
A. Denison, Esq 10
L. Gibbs, Esq 10
W. L. Patten, Esq 10
Kelly & Walsh 10
Ho, Mr. A. M. Thomson 10
P. N. H. Jones, Esq 10
A. G. Gordon, Esq 10
Wong Pe-Chia, Esq. 10

ROWING NOTES.

FOR THE FORTHCOMING REGATTA.

The Canton Regatta takes place on Saturday next. For the Senior fours Hongkong has entered two crews, V.R.C. and C.Y.C., and for the Junior fours only the V.R.C.

Canton is expected to win the Seniors and they have been in training for the last two months and also possess a far superior boat.

L.A. Musso is striking the V.R.C. Seniors, consisting of Bell x, Galluzzi x, and Alves bow, a good combination against any crew, but, alas, they lack a good boat and cannot win against Canton in a boat many lbs. lighter.

It is a great pity that the V.R.C. do not own a good racing boat; the Club at present cannot afford one, but I am sure if a subscription list were opened enough money would be raised among the members to buy not one but two boats and so settle once and for all this everlasting question of boats.

The C.Y.C. crew consists of Pollock stroke, Forbes 5, Cooke 2 and McCrae bow; a tough crew who, however, have not been out much and still want a great deal of work. The boat appears to be down in the bow, Cooke being too heavy for 2. I think the boat would go better with Cooke 3 and Forbes 2. There ought to be a fine race for second place between the V.R.C. and C.Y.C., the former rowing in a heavier boat. A great deal of bitterness exists between these two crews, the bone of contention being the Royal Hongkong Yacht Club's German boat which the C.Y.C. have secured. On Monday last when the crews went down to the V.R.C. this boat was not to be found, having mysteriously disappeared, none of the Committee knowing anything about it. Anyhow it arrived safely at the R.H.K.Y.C. premises like a horse that knows its stable. I am glad to hear that the members of the V.R.C. have expressed in strong terms their indignation at this occurrence.

For the Juniors the V.R.C. crew consists of Carroll stroke, Ross 3, Rodrigues 2 and Sayer bow. The crew is very light, but in Carroll they possess a really good stroke and more will be heard of him in future regattas. The crew row well together and have been training consistently and will doubtless give the Canton Juniors a good race.

Another Junior crew struck by Barros have also been training for this event but were disappointed, in not being allowed to challenge Carroll's crew, the Committee deciding that the latter should represent the V.R.C. Juniors; they will, however, have the pleasure of meeting each other in the Hongkong Regatta.

For the Senior Pairs Musso and Bell represent the V.R.C. Bell is a griffin who distinguishes himself in the last V.R.C. regatta. Under Musso's hands he has developed into a good rower and I don't see why they should not beat Canton in this event.

Carroll and Ross represent the Junior V.R.C. pair and go very well together and have a good chance in who.

The Hongkong Regatta takes place on the 12th Regatta and the same crews have entered, the only difference being that Canton must row in the same class of boats and if they do so I think that they will be beaten by the C.Y.C. who will by then be fairly fit.

RAZZLE DAZZLE.

OBSTRUCTING THE FAIRWAY.

SHIPMASTER FINED.

Before the Hon. Com. Basil Taylor, R.N., Marine Magistrate, this morning, A. E. Davey, boarding officer of the Harbour Department, charged the master of the Chinese steamship *Kion Ping*, for unlawfully obstructing the Central fairway at about noon on the 1st inst. in the waters of the Colony.

Prosecutor stated that at noon, on 1st inst., he saw defendant's steamship coming from Canton. As there was no room for her in the W.W.'s anchorage, he told defendant to go north of Central Fairway. He told defendant personally, ship being under way. At 4 p.m. Pilot Golng reported that the ship was anchored in approach to fairway. He went down and found the vessel at anchor, blocking approach to fairway.

Defendant said that he did not understand the order. He had been in the harbour before. He knew that he was not allowed to anchor in the fairway.

His Worship found defendant guilty and a fine of \$50 was imposed.

Vice-Admiral Sir A. L. Winslow arrived at Windsor Castle on Jan. 28, and was received by His Majesty, the King upon his appointment as Commander-in-Chief, China. The Admiral had the honour of dining with the King and Queen, and left the Castle on 29th Jan.

A DUTCH newspaper called *Nederlandse* publishes the following astounding information on the authority of a correspondent. At Hongkong and Singapore, Hollanders through their energy are crowding out the British. At Singapore the Netherlands India Commercial Bank settles the exchange rate of the dollar. The Netherlands Trading Society issues \$5 bank notes which Chinese money changers take at \$5 value each. Hence our countrymen have a high standing. At Hongkong they are only awaiting a fitting opportunity to oust the Portuguese finally from Macao.—*L. & C. Express.*

THE O.S.K. steamer *Tacoma-maru*, which arrived at Yokohama from Tacoma on the 16th ult., reported a fatal accident on board. It appears that on the 10th ult. one of the third-class passengers on the vessel died. The deceased was a resident of Hiroshima, and it was arranged that the body should be brought to Yokohama for interment. Whilst the chief steward and two cabin boys were throwing the bed clothes and other articles used by the deceased overboard, a huge wave washed over the steamer and carried away one of the boys, while the other was struck down and injured and the steward himself had a narrow escape.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

THE MERCANTILE MARINE.
TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
Sir,—In the interest of the Captain and Officers engaged in our mercantile marine we should greatly oblige if you would favour us by inserting the enclosed in the columns of your valuable paper.—I am, etc.

T. W. MOORE,
Secretary,
The Imperial Merchant Service Guild,
February 3rd, 1910.
(Enclosure.)

The following letter has been addressed by the Imperial Merchant Service Guild to the various representative bodies of Shipowners throughout the United Kingdom:—

The Imperial Merchant Service Guild,
Liverpool.

Sir,—I am requested by the Guild which, as no doubt you are aware, is the largest organization of its kind in the world, with its membership strictly confined to certificated Captains and Officers of the British Merchant Services, to forward to you the accompanying copy of the *Guild Gazette* which has just been issued, also, a copy of the *Journal of Commerce* of Saturday last, a large portion of the space in which is devoted to reference to the Guild, its progress, and its policy.

We trust that you will be so kind as to give your consideration to both and to bring the same before the notice of your Association.

We are pleased to think that one of the fundamental principles of our constitution, that of promoting and preserving harmonious relations with the Shipowners will remain unimpaired and we are greatly obliged to those Shipowners who, from time to time, have given a ready ear and favourable consideration to the representations which we have addressed to them when we have considered it necessary to do so on behalf of those whom we represent.

We venture to think that a still closer alliance with Shipowners is possible and that it is desirable as much in their interests as in those of the Captains and Officers employed by them. To promote this, we may take the liberty of suggesting that there remains much to be done by Shipowners in the way of improving the lot of the executive in charge of their vessels to whom they entrust such enormous responsibilities, not to speak of the arduous duties which must be borne and the risks which must be undertaken by all seafarers. We recognise that, in times of depression, it is not advisable nor would it be good policy, to unduly press the need for higher remuneration of Captains and Officers which must certainly be merited. But trade is bound to improve sooner or later and, when it does we trust that this point will not escape attention.

There are other matters such, for instance, as the provision of adequate accommodation for Officers, where it should be made available to all, and that each Officer should enjoy the sole use of a room. It is not fair to any man to expect that the circumscribed area which amounts to his home for possibly twelve months out of the year should be shared by another.

Again, again, the "two-watch" system for Officers should be abolished. In the great majority of cargo vessels, two Officers only are carried, whereas three are most certainly necessary in the interests of the ships. Any system such as the "two-watch" system which entails an Officer bearing on duty for practically speaking fifteen hours out of the twenty-four day by day, Sunday included, stand self-condemned.

Another matter, which, in ninety-nine cases out of a hundred does not receive consideration at the hands of the shipowner is that of the necessity for every Captain and Officer being given some facility or enjoyment a few days leave without loss of pay at the conclusion of each voyage. This "leave" question is one of the greatest grievances existing in the Mercantile Marine and might be quickly remedied by Shipowners without any real strain on their pecuniary resources. It is very hard that Captains and Officers on arrival home are debared almost entirely from renewing their ties or even attending to their private domestic affairs. It is due entirely to the fact that the Shipowners do not seriously take into consideration the inauguration of a defined system which, whilst it would alleviate the lot of those in their employ, would involve no real trouble nor prove detrimental to the interests of anybody. We propose to go no further than this in our present communication, but we certainly do trust that the interests of those whom we represent will, in future, receive that adequate consideration which must be of the greatest advantage to all concerned. The prosperity of the Captains and Officers depends on the prosperity of the Mercantile Marine, and to put matters *viva voce* is not perhaps the undue exaggeration which it appears to be.—I am, etc.

(Signed). T. W. MOORE,
Secretary,
The Secretary, Chamber of Shipping of the United Kingdom.

THE ALLANA CASE.

FURTHER CHARGES TO BE PREFERRED.

Before Mr. E. R. Halifax, First Police Magistrate, in the Police Court this afternoon, Sun A Wan, who was arrested and released several times in the local Courts for an armed robbery alleged to have been committed in China, and for whose extradition the Chinese Government applied several times, again appeared on the charge preferred against him. Mr. H. L. Denys, Crown Solicitor, prosecuted and Mr. Otto Kong Sing defended.

Chief Detective-Inspector Hanson deposed to having charged the defendant with the offence.

Mr. J. A. Bullock, Acting Chief Clerk in the Colonial Secretary's Office, stated that on the 13th January last he received a document (produced) in the Colonial Secretary's Office under cover from the Consul-General at Canton.

Kong Po Shan, translator in the Registrar General's Office, stated that on the 18th or 19th January he translated the document produced in Court. The document was put in to show that the Viceroy of Canton had given an undertaking not to dash with the prisoner for any other crime except that with which he was charged.

Mr. Goldring asked the witness what the Viceroy's seal was.

Mr. Goldring—That's quite untrue.

Mr. Hett—It's not untrue. Your Worship, a letter has been received from the Crown Solicitor refusing to prosecute. In the event of the charges failing, I would like to know who is the man who brought them.

His Worship agreed.

Mr. Goldring said the informant was one Omar, who was Mr. Goldring's client. The principal witness was a man named Dreyfus.

The application was adjourned.

Mr. Goldring—For that very reason it should not be allowed.

Proceeding, Mr. Hett stated that Allana asked him to write a letter to the Captain Superintendent asking for protection. Last evening, a man named Ala Deas pursued Allana down Wyndham Street with a big stick shod with brass, capable of causing death. The man did not actually assault Allana but came up and threatened him. His explanation was that he saw Allana running away and he therefore gave chase. The nature of the fence which appeared on the charge sheet was attempted assault and the Police were in possession of the stick. He asked His Worship to make some sort of an order if it was possible to afford protection to Allana. His friend had told him that there was a provision for that to be done.

Mr. Goldring—I told my friend there is a provision.

Mr. Hett—It is necessary that protection should be provided by the Court.

His Worship—don't know if there is a provision.

Mr. Goldring—It's no use making mountains out of mole-hills.

Mr. Hett—There is a necessity. If you saw the stick, you would realize the seriousness of the matter.

Mr. Marican was recalled.

Mr. Goldring—When you said yesterday that you did not remember anything about the \$2,500, you did not understand the question properly?—I had bad letters, but I did not know anything about them.

Witness Ebrahim was recalled.

Mr. Hett—You had said that you inspected the books of S. E. Allana and Company on behalf of Marican?—Yes.

From what date to what date was Allana employed in the shop?—From the time Marican bought the business from the Official Receiver till the 19th August.

About what date was he employed?—Just about the middle of March.

He was employed roughly about five or six months?—Yes.

You spoke about the arrangement with regard to the salary. When was that arrangement made?—The arrangement was not fixed.

Marican has said that he arranged to pay Allana \$50. Do you know the date when that was arranged?—I saw a letter written by Marican in which no fixed sum was mentioned but only a small salary.

Can you remember roughly when you started making entries from the rough cash book to the fair cash book?—On June 3rd.

Before you, do you know who made the entries?—A man named Mohammed Hossain.

It was Allana's duty, was it not, that whenever he drew money, to enter it in the rough cash book?—Yes.

And he did?—Yes.

How much did he draw?—Every month he drew \$60 or \$70.

U would not have admitted him to draw more?—No.

Why did you let him draw that amount?—Because I understood his salary was not fixed and I considered that a fair salary for him.

Allana had the safe key and all the money entrusted to him, was it not?—I found everything all right.

Up to the end of July, all the money was found to be proper?—Yes. I asked Allana if he had counted the money and he replied, "Yes."

How much did he draw from the beginning of March to the end of April?—\$106.80.

In July?—\$105.

I take it it was the duty of somebody, either you, Allana or some other person to balance up the accounts?—I did it.

And it was somebody's duty to enter any money drawn in the rough cash book?—Yes, but sometimes it wasn't done.

Do what do these figures in ink in your writing indicate?—The page of the cash book.

Do you know whether it was Allana who entered the amounts for the 14th and 15th March?—Most probably.

You will not swear?—No.

When was the entry made?—On the 19th

THE GREEN ISLAND CEMENT CO., LTD.

ANNUAL REPORT.

The report for presentation to the shareholders at the twenty-first ordinary general meeting to be held at the office of the general managers on Saturday, 20th inst., at 11.30 o'clock a.m., reads:-

Anneux we have the pleasure to lay before shareholders a statement of accounts for the year ending 31st December, 1909.

The net profit, after providing for depreciation on buildings and machinery, launches, lighters, &c., and including the amount brought forward from the previous year, amounts to \$105,390 30 which it is proposed to deal with as follows, viz:-

To place to reserve fund \$1,000.00
To pay a final dividend of 40 cents per share... \$100,000.00

Add interim dividend of 35 cents per share... \$40,000.00 \$100,000.00

To carry forward to the credit of next year's account 4,290.30

Consulting Committee.—In accordance with the articles of association, Sir Paul Chater, C.M.G., Hon. Mr. W. J. Greson, and Dr. J. W. Nisbet are, but being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. W. H. Potts and A. O'D. Gourdin, who are recommended for re-election.

SHEWAN, TOWNS & CO., General Managers, Hongkong, 2nd March, 1910.

PROFIT AND LOSS ACCOUNT.

Auditors' fees.....	600.00
Consulting committee's fees	4,000.00
Interest	39,740.66
Louis on working concrete block and pipe department.....	18,146.15
Hip. On & Co. claim for damage by fire and legal expenses.....	10,576.60
Amount written off as bad debt	2,000.00
Preliminary expenses at Haiphong written off	15,668.74
Amount written off as depreciation	124,958.74
Interest dividend ... 140,000.00	
Balance	105,390.30
	305,293.30
	\$105,390.30

Balance brought forward from 1909 3,756.74 |

Transfer fee 1.00 |

Exchange..... 274.45 |

Unclaimed dividends..... 8,918.15 |

Balance from working account 504,532.37 |

Sales of cement..... 3,078.78 |

Sales of bricks, pipes, &c. 507,401.15 |

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS TOKOHAMA TO VANCOUVER, 11 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF JAPAN" SATURDAY, MAR. 26TH.

"EMPEROR OF CHINA" SATURDAY, APRIL 23RD.

"EMPEROR OF INDIA" SATURDAY, MAY 14TH.

"MONTEAGLE" TUESDAY, MAY 24TH.

"EMPEROR OF JAPAN" SATURDAY, JUNE 4TH.

"EMPEROR OF CHINA" SATURDAY, JUNE 25TH.

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John's, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empresses of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) \$71.10/-

Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Berlin.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port \$43.

Via New York \$45.

For further information, Maps, Guide Books, Bates of Passage and Freight, apply to—
L. W. CRADDICK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).
12.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
Via
Steamship
SHANGHAI via SWATOW KWONGSANG* ... THURSDAY, 3rd Mar., Noon.
MANILA LOONGSANG* ... FRIDAY, 4th Mar., 4 P.M.
SHANGHAI CHOVSANG* ... MONDAY, 7th Mar., Noon.
SHANGHAI, KOBE & MOJI KUTSANG* ... TUESDAY, 8th Mar., Noon.
SGAPORE, PENANG & CALCUTTA NAMSANG* ... WEDDAY, 9th Mar., Noon.
MANILA YUENSANG* ... FRIDAY, 11th Mar., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).
The steamers *Kuttsang*, *Yuehsang* and *Yueksang* leave about every 3 weeks for Shanghai and returning via, Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Care on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD., General Managers.

Telephone No. 215 Hongkong, 2nd March, 1910.

(8)

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.
FOR
STEAMERS, TO SAIL
CEBU & ILOILO BUNGKLIANG 3rd Mar., 4 P.M.
SHANGHAI CHENAN 3rd " 4 P.M.
TIENSIN KUEIUCHOW 3rd " 4 P.M.
AMOY, NINGPO & SHANGHAI YIOHOW 5th " 4 P.M.
SHANGHAI LINAN 6th " Daylight.
MANILA TAWING 8th " 3 P.M.
SHANGHAI ARHUI 10th " 4 P.M.
SHANGHAI CHINHUA 13th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA CHANGSHA 14th " 4 P.M.
MANILA TEAN 15th " 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FREATES. Gage booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*dakai*, *Chowan*, *Linan*, *Chinhua*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.
For Freight or Passage, apply to BUTTERFIELD & SWIBB, AGENTS.

Telephone No. 60, Hongkong, 2nd March, 1910.

(9)

HONGKONG—MANILA.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship: Tons. Captain: For Sailing Date.

RUBI 2540 A. Fraser MANILA SATURDAY, 5th Mar., at Noon.

ZAFIRO 2540 R. Rodger " SATURDAY, 12th Mar., at Noon.

For Freight or Passage, apply to SHEWWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 12th February, 1910.

(10)

Shipping—Steamers.**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TAGOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamer	G. Tonnage	Leaves
TAGOMA via SHANGHAI, MOJI, KOBE AND YOKOHAMA	"Fitzpatrick" Capt. R. E. Hutchinson	—	FRIDAY, 4th March, at Noon.
TAGOMA via MOJI, KOBE AND YOKOHAMA	"ACOMA MARU" Capt. H. Yamamoto	6,178	WEODAY, 5th March, at Noon.

The Co.'s new, built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDESHP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE:

For	Steamer	Leaves
ANPING via SWATOW and AMOY	"SOSHU MARU" Captain T. Sugii	THURSDAY, 3rd Mar., at 10 A.M.
TAMSUI via SWATOW & AMOY	"DAIJIN MARU" Captain Y. Kuburaki	SUNDAY, 6th Mar., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOHOW	"BUJUN MARU" Captain Y. Fusono	THURSDAY, 10th Mar., at Daylight.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class cabin AMIDESHP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager [4]

NIPPON YUSEN KAISHA**(THE JAPAN MAIL STEAMSHIP CO.)****PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.****DESTINATIONS.****STEAMERS.****SAILING DATES, 1910**

MARSEILLE, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AT9UTAMARU, Capt. Wm. Thompson, Tons 9000	WEDNESDAY, 16th Mar., at Daylight.
YOKOHAMA	KANAGAWA MARU, Capt. J. Nagai, Tons 7000	WEDNESDAY, 23rd Mar., at Daylight.
MIYASAKI MARU, Capt. T. Murai, Tons 9000	WEDNESDAY, 30th Mar., at Daylight.	WEDNESDAY, 13th April, at Daylight.
VICTORIA, B.C. & SEATTLE	S TAMBA MARU, Capt. K. Sato, Tons 6500	WED'DAY, 16th March, from YOKOHAMA.

VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, SAWA MARU, Capt. S. Ishikawa, Tons 7000

KOBE, YOKOYAMA and YOKOHAMA Capt. S. Ishikawa, Tons 7000

TUESDAY, 20th March, at Noon.

SYDNEY AND MELBOURNE KUMANO MARU, CAPT. M. Winckler, Tons 6000

FRIDAY, 18th March, at Noon.

MANILA, TOWNVILLE YAWATA MARU, CAPT. T. Sekine, Tons 5000

FRIDAY, 15th April, at Noon.

BOMBAY, VIA SINGAPORE BINGO MARU, CAPT. G. C. Hurry, Tons 7000

WEDNESDAY, 9th March.

COLOMBO, VIA SINGAPORE YAWATA MARU, CAPT. T. Sekine, Tons 5000

WEDNESDAY, 16th March.

SHANGHAI, MOJI AND YETOTORO MARU, CAPT. A. Koith, Tons 5000

WEDNESDAY, 16th March.

KOBE and YOKOHAMA IYO MARU, CAPT. T. Harrison, Tons 7000

FRIDAY, 18th Mar., at Noon.

KITANO MARU, CAPT. E. Copo, Tons 9000

THURSDAY, 17th March, at Noon.

NAGASAKI, KOBE and YAWATA MARU, CAPT. T. Sekine, Tons 5000

WEDNESDAY, 16th Mar., at Noon.

YOKOHAMA YAWATA MARU, CAPT. T. Sekine, Tons 5000

WEDNESDAY, 16th Mar., at Noon.

YOKOHAMA YAWATA MARU, CAPT. T. Sekine, Tons 5000

WEDNESDAY, 16th Mar., at Noon.

YOKOHAMA YAWATA MARU, CAPT. T. Sekine, Tons 5000

WEDNESDAY, 16th Mar., at Noon.

YOKOHAMA YAWATA MARU, CAPT. T. Sekine, Tons 5000

WEDNESDAY, 16th Mar., at Noon.

YOKOHAMA YAWATA MARU, CAPT. T. Sekine, Tons 5000

WEDNESDAY, 16th Mar., at Noon.

YOKOHAMA YAWATA MARU, CAPT. T. Sekine, Tons 5000

WEDNESDAY, 16th Mar., at Noon.

YOKOHAMA YAWATA MARU, CAPT. T. Sekine, Tons 5000

WEDNESDAY, 16th Mar., at Noon.

Intimations.
PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics:

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Higly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anæmia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of two bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMS-EN & CO., Agents.

Hongkong, 1st December, 1909.

Arrivals at the Harbour Office.

Makthild, for Haiphong.

Chiphing, for Taïtiao.

Nord, for Saigon.

Kwangtung, for Shanghai.

Kalgan, for Swatow.

Kengtung, for Canton.

Ryuk, for Bangkok.

Macedonia, for Shanghai.

Chenan, for Shanghai.

Lian, for Canton.

Manila, for Shanghai.

Clymen, for Canton.

Departure

Mar. 2.

Clara Jeften, for Swatow.
Kaga Star, for Colombo.
Clara Diderichsen, for Pakhoi.
Dagil Maru, for Tamshui.
Kwangtung, for Shanghai.
Chiphing, for Tien-tsin.
Kalgan for Chinkiang.
Glenfield for Amoy.
Hongkong, for Haiphong.
Ryuk, for Bangkok.
Klitsberg, for Haiphong.

Passengers expected.

Per Dierflinger, due 5th May—Mrs. N. L. Oswald.
Per Elvius, due 21st April—Mr. G. Cocco, Mrs. Rabenhorst, Mr. and Mrs. H. S. Wynne.
Per Gothen due 27th April—Messrs. Karl Fekter, Wilhelm Langschwager, Dr. and Mrs. E. G. Smith, Misses Smith, Pratt, A. C. Murray, E. Straub, K. Küster, Mr. and Mrs. E. Gentner, and Capt. and Mr. J. Iversen.

Passenger news.
Per Linda, from Shanghai—Misses Jupp, Ambion, Damburg, and David, 11 Chinese. Fer Kuling, from Calcutta, &c.—Mesdames, Bure Fauchet and 2 children, Hargraves, child and nurse, Lennox, Casey, Misses Creek, Mrs. Simmonds, Soong, Smith Cowen Capt. Dowland, Lieut. MacAllister, Dr. Bishop, Rev. Fauchet, Misses Lenox, Halle and 1,665 Chinese.
Per Macdonald, for Hongkong from London—Inspector Wither, Comdr. R. N. Lowndes, Lt. P. R. Steven R.N., T. C. White, R. E. H. Wise, R.N., Asst. Paymaster and Mrs. Gedge, From Marseilles—Mr. S. G. Fenton, Miss West, Mr. Ingham, Mrs. W. Halset, Mr. S. H. Michel, and Mr. and Mrs. J. A. Kimmins. From Hamburg—Mr. and Mrs. W. Churchill, and a child, Messrs. J. Johnson, J. Vassina, and J. P. Mahomed. From Colombo—Mr. and Mrs. Maradeo. From Calcutta—Mr. M. Crowley, From Singapore—Mr. and Mrs. R. Barour, Messrs. G. H. Davis, G. Hammond, Mr. and Mrs. J. Bradbury, Dr. Fraser, Messrs. D. Craig, A. Koh, Mr. and Mrs. J. Carroll, Mr. and Zerner, Drs. F. C. C. Headgold, Dr. and Mrs. Treadgold, Messrs. R. M. Hawick, S. D. Davis, Mrs. L. Blawell, Misses D. Blawell, P. Dornicuil, C. Owe Tye Sun, Wee Eek, Khwei, C. G. Beni, and 2 native servants, Dr. G. Nijhins and native servant, Mr. and Mrs. W. D. Hale, Miss Steiner, Messrs. J. H. Watson, W. A. Gillespie, Mrs. Kherrier, Mrs. A. R. Kral, Mr. and Mrs. A. L. Kulp, Mr. and Mrs. J. Glen, Mr. W. Sanders, Mr. and Mrs. W. Blackstock, Misses E. I. Scott, Mr. J. Nelson.

Passengers departed.
Per Kien Maru, for London—Mr. B. Kubo, Miss Y. Kato, Messrs. T. Hobikata, I. Morikawa, H. Lowischock, G. Blader, Wood, Miss N. Higgins, Messrs. Kwan, M. Katagiri, J. Ando, Misses T. Takagi, R. H. Tebb, M. O. Tebb, Messrs. Itikawa, Inura, K. Kawahara, K. Kadota, K. Kato, Mr. and Mrs. Wood, Mr. and Mrs. R. Lawrence, Messrs. S. Shieno, H. Mizukawa, Mr. and Mrs. J. W. Puddupea, Messrs. S. Hayami, I. Hayami, Mr. and Mrs. C. Oiada, Messrs. Kikuchi, Naka, Iwao, Chiji, Y. Miyakawa, T. Yamada, Y. Yoshida, T. Tochida, Y. Miyakawa, T. Fukuda, S. Toda, K. Asano, C. Takanashi, T. Midzuani, O. Mizouchi, Osada, K. Tanaka, K. Murao, B. Maisumiya, O. Hibi, O. C. U. Mezawa, S. Pentes de Silva, P. Dandane, Yo Su Chu T. Chihashi and Ishizuka.

Shipping Report.
Str. Hainan, from Swatow—Fresh N.E. by wind, overcast and hazy.

Str. Manila, from London—Fine weather from Singapore. Light moonrise.

Str. Kastor, from Calcutta via Singapore—Fine weather to moderate N.E. winds & sea.

Str. Chiyuen, from Shanghai—Moderate to strong N.W. winds, passed Jap. men-of-war going Northward of Tong Yung.

Str. Taiwan, from Saigon—From midnight on the 28th Feb. to noon 1st March experienced strong N.E. winds and heavy sea.

Str. Tjipas, from Muilek—The whole voyage nice calm weather until one day before arrival Hongkong; very bad showery weather.

VESSELS IN PORT.

Arrivals.

Nieghchow, Br. s.s. 1,556, H. L. Allan, 1st Mar.,—Tacoone and B.C. Posts via Japan—Victoria 26th Jan., Flour and Fish.—B. & B.

Chenan, Br. s.s. 155, Jones, 1st Mar.,—Canton 18th Feb., Gen. & B. & S.

Kwang Sang, Br. s.s. 1,748, Baker, 1st Mar.,—Canton 28th Feb., Gen. & B. & S.

Kiang Ping, Chi. s.s. 1,221, H. Uddin, 1st Mar.,—Canton 26th Feb., Gen.—Tung Lee & Co.

Tjipas, Dutch s.s. 4,572, H. Koops, 1st Mar.,—Java 10th Feb., Sugar, Rattan etc.—C. J. L.

Halmen, Br. s.s. 615, J. W. Evans, 2nd Mar.,—Swatow 1st Mar., Gen.—D. L. & Co.

Macdonald, Br. s.s. 5,241, J. D. Andrews, 2nd Mar.—London 7th Jan., Mail and Gen.—P. & O. Co.

Dallas, Mar. Jan. 4, 500, V. Kabinski, and Max.—Tamil via Swatow 9th Feb., Gen.—P. & O. Co.

Arrivals.

Borneo, Ger. s.s. 1,514, F. Semblis, 20th Feb.,—Sandakan 15th Feb., Timber—M. & Co.

China, Am. s.s. 1,516, D. E. File, 1st Mar.,—San Francisco 15th Feb., Mails and Gen.—P. & M. S. Co.

Chingtu, Chi. s.s. 1,500, Joann, 28th Feb.,—Sai-gon 23rd Feb., Rice—Wallum & Co.

Ciam, Br. s.s. 2,510, S. Bland, 22nd Feb.,—Singapore 15th Feb., Petroleum in Bulk.

F. & P. Co.

Daiyu Maru, Jap. s.s. 1,359, Kobayashi, 22nd Feb.,—Wakamatsu 17th Feb., Coal—M. B. G. K.

Darwent, Br. s.s. 1,162, J. Jenkins, 24th Feb.,—Salon 20th Feb., Gen.—Man Pat & Co.

Fausang, Br. s.s. 1,610, H. S. Malkin 23rd Feb.,—Salon 19th Feb., Rice and Paddy.

Frithill, Nor. s.s. 1,801, O. Andersen, 26th Feb.,—Hafslon, Gen. 25th Feb., and Hollow 25th, Rice and Gen.—Asgard Thoresen & Co.

Arrivals.

Fitzpatrick, Br. s.s. 2,838, R. E. Hutchinson 18th Feb.—Tacoma via Japan 10th, and Jan., Flour, Herring and Gen.—O. S. K.

Fukuro, Jap. s.s. 1,946, S. Kurosaki, 2nd Mar.,—Calcutta via Singapore 15th Feb., Gen.—J. M. & Co.

Haddon Hall, Br. s.s. 2,677, Abram, 14th Feb.,—Dalyan 9th Feb., Beans—Order.

Hin Sang, Br. s.s. 1,530, A. Smith, 23rd Feb.,—Samarang 12th Feb., Sugar—J. M. & Co.

Hongkong, Kobo, Yokohama, Honolulu and San Francisco—Siberian Mall to Europe—Per Caiso 12th Mar., 6 P.M.

Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dandenong, Perth and Fremantle—Per Changsha, 14th Mar., 3 P.M.

Manila—Per Tzen, 15th Mar., 2 P.M.

Singapore, Panang and Colombo—Per Alura Maru, 15th Mar., 5 P.M.

Javeta, Br. s.s. 2,778, H. E. A. Finnis, 28th Feb.,—Cardiff 16th Jan., Coal—Government.

Kachidate Maru, Jap. s.s. 3,432, Yamaguchi, 21st Feb.,—Moji 16th Feb., Coal—Ataka & Co.

Kashino, Ger. s.s. 952, M. Ipland, 24th Feb.,—Saigon Paddy, & Co.

Kawasaki, Kobo, and Yokohama—Per Kitomo Maru, 17th Mar., 11 A.M.

Keiwa Maru, 15th Mar., 11 A.M

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS								
Hongkong & Shanghai Banking Corporation	120,000	\$125.	\$125	{ \$1,500,000 \$15,310,000 \$15,500,000	\$2,001,819	{ Interim of 1/2 for account 1909 @ ex 2/9; =32.72	4%	\$950 buyers London 188.10
National Bank of China, Limited	99,935	7	6	{ \$4,009 \$370,000	\$30,553	\$2 (London 3/6) for 1909	...	\$73 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,560,000 \$154,583 \$102,793 \$155,000	none	\$10 for 1908	7%	\$160 buyers
North China Insurance Company, Limited	10,000	15	5	{ Tls. 225,000 Tls. 355,255 Tls. 140,150	Tls. 207,575	Final of 7/6 making 15/- for 1908	...	Tls. 214 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	{ \$1,000,000 \$105,542 \$105,240	\$8,464,907	{ Final of \$1/- making \$1/- for 1907 and Interim of \$1/- for 1908	5½%	\$910
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$104,405 \$109,562	\$707,617	\$12 and bonus \$3 for 1907	7%	\$830 buyers
FIRE								
China Fire Insurance Company	70,000	\$100	\$20	{ \$1,000,000 \$138,668	\$375,341	\$6 and bonus \$2 for 1907	7%	\$17 sellers & ns.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$128,801	\$368,711	\$27 for 1907	7½%	\$623 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$75	\$25	{ \$7,000 \$100,000 \$100,813	\$1,088	\$1 for 1906	...	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$100,813	Nil	\$1 for year ending 30.6.1908	...	\$52 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$103,545 \$103,545	\$28,766	Final of \$1/- for account 1910	7½%	\$90 ex-div. s.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	{ \$10,000 \$10,000	\$23,755	8/- for 1907 on Preference shares only @ ex 1/9/11/12=\$3, 154.	...	\$63 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	{ \$240,000 \$240,000	\$6,817	3rd in. of 2/- per sh. coop. No. 13 making 1/- in all 4/- for 1908 & Interim of 1/- for ac't. '09	7½% buyers	7½% buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$100,000	\$8,121	\$10/- for year ending 10.4. 1909	4%	\$26
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$150,000 \$156,848	Dr. \$3,888	\$5 for year ending 31.12.08	3½%	\$169 buyers
Luxon Sugar Refining Company, Limited	7,000	5	5	none	Dr. \$25,891	\$3 for 1897	...	\$30 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ Tls. 100,000	Tls. 6,104	Tls. 10 for year ending 31.8.09	...	Tls. 600 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	Ps. 1	{ \$175,000 \$174,280	Dr. \$1,481	Final of 1/6 making 3/- for 1909	7%	Tls. 18½ Ps. 10 buyers
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	none	Dr. \$1,191	First year	...	\$6 sellers
Kaub Australian Gold Mining Company, Limited	150,000	1	18½	{ \$4,781	...	No. 12 of 1/-=48 cents	...	\$10
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$15	{ \$18,986	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$50 sales
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	{ \$50,000 \$55,500	\$30,103	None	...	\$72 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	5	5	{ \$88,441 \$122,000	\$122,715	Interim of \$1½ for account 1909	...	Tls. 80 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 100,000	Tls. 6,261	Interim of Tls. 2½ for 1910	6½%	Tls. 130 buyers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 1	Tls. 100	{ Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7%	Tls. 130 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	35,000	Tls. 1	Tls. 100	{ Tls. 15,000 \$15,000	Tls. 4,134	Tls. 6 for year ending 29.1.09	5½%	Tls. 103 sales
Central Stores, Limited	50,123	Tls. 1	Tls. 100	{ \$15,000 \$150,000	\$24,621	\$1.20 on old and 60 cents on first new issue.	...	\$16 buyers
Hongkong Hotel Company, Limited	2,000	1	18½	{ \$15,000 \$150,000	\$10,272	Interim of \$2.40 on old and .40 cents on new shares for account 1909	...	\$10 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	1	18½	{ \$15,000 \$150,000	\$27,912	Interim of \$1 for account 1909	6½%	\$92 sellers
Humphreys Estate & Finance Company, Limited	150,000	1	10	{ \$10,000 \$10,000	\$5,471	.45 cents for 1909	7½% buyers	\$78 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ \$2,550 \$2,550	\$2,9	\$2½ for 19.9	5%	\$78 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,521,045 Tls. 100,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6½%	Tls. 107 s.
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,018	Final of Tls. 3 for account 1909	8½%	\$421
COTTON MILLS.								
Ewe Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ \$150,000 \$150,000	Tls. 10,991	Tls. 21 for year ending 31.10.09	8½%	Tls. 138 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	{ \$10,000 \$10,000	\$9,553	50 cents for year ending 31.7.08	...	\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000	Tls. 8,372	Tls. 7½ for year ending 30.9.08	...	Tls. 66 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909	...	Tls. 75 sellers
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	{ Tls. 31,750	Tls. 15,912	Tls. 50 for 1908	...	Tls. 38
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,500 \$1,500	\$6,687	15% per share for 1908	10%	\$10 sellers
China-Borneo Company, Limited	60,000	1	1	{ \$1,500 \$1,500	Nil	\$1.20 for 1908	...	\$10 sellers
China Light and Power Company, Limited	50,000	—	10	{ \$1,500 \$1,500	\$6,138	50 cents for year ended 28.1.06	8½%	\$6½ sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	1	1	{ \$1,500 \$1,500	\$3,407	80 cents for 1919	8½%	\$8½ sellers
Dairy Farm Company, Limited	40,000	\$7½	56	{ \$1,500 \$1,500	\$1,893	\$1.20 for year ending 31.7.09	8½%	\$17 buyers
Green Island Cement Company, Limited	400,000	1	1	{ \$1,500 \$1,500	\$3,736	Interim of 15 cents for account 1909	10%	\$7½ sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,500 \$1,500	\$670	8 cents for year ending 31.12.08	8½%	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$5,193	5½ and bonus 20 cts. for year ending 29.3.00	6%	\$20 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000 \$150,000	\$7,616	Interim of \$2 for account 1909	10%	\$167 ex-div.
Hongkong Ropeway Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$150,000 \$150,000	\$8,790	Final of \$1 making in all \$2 for 1909	8½%	\$148 sellers
Maatschappij tot Mijl-, Bosch- en Landbouwspoor-	25,000	Gls. 100	Gls. 100	{ Tls. 547,500 Tls. 619,24	Tls. 316,682	4th interim of Tls. 12½ for 1909	...	Tls. 1,075 b.
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$150,000 \$150,000	\$1,204	80 cents on fully paid shares and 8 cents on	6%	\$13
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$150,000 \$150,000	\$1,640	\$1 paid shares for year ending 30.4.09	3%	\$130 buyers
Philippine Company, Limited	75,000	\$10	\$20	none	None	None	...	None
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 14,810 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4½%	Tls. 157 b.
South China Morning Post, Limited	6,000	\$25	\$25	none	None	None	...	7½ buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	none	None	40 cents for year ending 31.1.09	7%	\$12½ sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	none	None	60 cents for		